

Appendix B - Consultation Comments
Do you have any comments on the Council's vision for Daedalus
How is the infrastructure going to be improved? The roads out to Lee are already congested. I think it's great that Daedalus will be revamped and improved but if we attract more people to the area we need to improve transport systems to the area.
No, it all looks good.
I think that the council should re-think its plans with regard to commercial flights, Portsmouth could not maintain an airfield with a population twice that of Fareham and Gosport, it is unrealistic to think that it will generate enough demand to sustain the airfield.
Generally well structured and, subject to funds being available when required, quite feasible.
Generally supported.
An ambitious & forward thinking set of plans with the potential to drive the success of the area forward but with risks to local housing due to increased aviation noise.
It saddens me, all the development in the area I grew up in. As soon as my children leave for university I will be moving, I really can't bare anymore.
I thoroughly support the Council's aim to diversify the Daedalus site, whilst retaining the airfield and promoting key aeronautical links with industry.
Daedalus will be an important business and income to the local area. I have flown in twice so far to visit and have lunch at Solent on Sea.
Very forward thinking and a credit to the council and the personnel involved.
The vision of making Daedalus a leading aviation centre is highly laudable. The location makes it attractive to both business and GA flyers. It is located in a prime tourist area and this adds to the attraction. Please ensure that adequate viewing will be available unlike the current highly restrictive regime.
I am greatly encouraged that the Council's vision is largely to do with making the best of the airfield and encouraging its development as both a recreational airfield as well as an aerospace business area.
Excellent plan to retain a precious GA facility and bring future potential high quality business/jobs to Fareham.
The airfield needs to stay open and fully committed to aviation - light aviation is the only realistic way to move around our tiny, hugely populated island, and is a vastly underused utility.
A sensible plan. Southampton airport is over-crowded and lacks space for General aviation and business aviation.
I am concerned about the reduction of taxi ways to and from runway 23/0. Loss of access to both ends results in much waste of fuel and delays to both arriving and departing aircraft. Ask Eastleigh they created a nightmare of delays during busy times.
I like the plans but more focus on marine and aviation business is essential for the future success of the site. We must get funding for the Stubbington Bypass.
Skilled job provision excellent.
A series of good ideas - well done.
I am pleased that aviation will continue and new business activity encouraged.
Generally very positive.
Has the council looked globally at the impact of other projects like Welborne and surrounding housing developments on the Daedalus project? Many projects feed onto to M27 which is already at saturation. Perhaps a revision of unnecessary housing is required as the traffic could have a

devastating effect on both Daedalus and existing communities along the M27 corridor.
Good news for future job prospects, but for leisure I would rather more emphasis be used to re-establish a tenpin bowling venue, which we recently lost in Newgate Lane and enjoyed by so many people of all ages.
Basically it's good. I like the area of Green Space the business area in front of (Back) Houses in Southways is not good. This will bring noise etc. Also at present we are looking across a field (airfield) not blocks of metal concrete.
Development of the green space should consider that it's position means that play facilities (Skate Park etc.) are going to benefit residents of Lee on the Solent much more than anyone else. I would prefer the taxpayers of Fareham to see the money spent on Play facilities in the West End (Cams) area where absolutely nothing is spent since the location of the Rainbow Centre there.
A well throughout comprehensive strategy. However it is absolutely critical that the roads from the A27 / M27 are improved so that access can be improved.
It seems very good to me.
I think it is well thought out and attractive.
I am happy with the plan as long as no further residential development is undertaken until the roads and other infrastructures have been significantly improved. While Newgate Lane improvements and Stubbington-by-pass might be built the traffic still has to get onto A27 or M27 to get away and these are not being improved.
It looks like a worthwhile venture with some good features.
Very realistic and reflects an excellent balance between this area's amazing past and its future requirements.
Generally, I think it will be very good for the area.
Seems good use of space currently not contributing to the community.
Looks to be well thought through providing a balance of both leisure, learning, employment and commercial opportunities.
The primary objective must include 'improved access for the Daedalus site.
I have concerns about noise, pollution and the number of aircraft in particular Commercial Ventures in your longer term vision.
Comments on Objective 1: Provide clusters for aviation, non-aviation and skills/innovation activity, increasing private sector investment and create skilled jobs
I think it's great if skilled jobs will be created in the area. Specifically who are you expecting to provide these jobs?
I fully support the listed aims, but without wishing to seem negative; just how will "The Council" - " create around 1,100 new jobs Solent Enterprise Zone."? That is a task for private enterprise, providing the costs are realistic.
When I first read that the council planned to redevelop the airfield, I felt a sense of dread. Yet another iconic airfield lost, to be replaced with the obligatory starter homes and retail park. How refreshing therefore, to read that the aviation aspects will be extended, and the area used for aviation related education and business. Well done FBC. As both an aviator and industrialist I may well be returning to the area.
A mix is good but priority must be given to marine and aviation.
Just what's needed.
Sensible use of land.

These objectives seem to be well-thought out and balanced.
Very positive very important.
Let's encourage more local young people to choose engineering as a career by giving them job opportunities at the airfield.
Fareham area is a good place to source young people with the capability to work in high skill sectors. Aviation is an exciting industry and Fareham could take a positive lead.
Very positive very important.
I agree.
Whilst aviation industry is an obvious focus, a carefully planned range of business should be encouraged. Make it a genuine innovation campus.
Some green space would be the best option for the Daedalus West part of the land, rather than filling it with retail space and the car parking area which this would no doubt require.
Point1. The masterplan must include improved access via a completed east-west road including the junction with Stubbington Lane. Financial support for this should not be linked to any other development in Fareham nor Gosport.
Let's encourage more local young people to choose engineering as a career by giving them job opportunities at the airfield.
Fareham area is a good place to source young people with the capability to work in high skill sectors. Aviation is an exciting industry and Fareham could take a positive lead.
Comments on Objective 2: Develop and increase corporate/commercial aviation activity, whilst continuing to support and grow general aviation use
General Aviation will be killed off. Other airfield which have undergone significant development have raised landing fees to prohibitive levels. Then, years late, have regretted losing these customers.
Any increase in aircraft usage of the airfield would be most welcome.
Lee on Solent is a wasted facility right now. Its location would make it a prime GA destination if only it were more friendly.
I agree with the vision as laid out at present.
An ILS will not be vital in the future as RNAV approaches using GPS are becoming more common. It would be worth Daedalus developing one.
Any increased costs in providing infrastructure required for corporate/commercial activity needs to be funded by that activity. Daedalus provides excellent recreational aviation facilities for the local area including youth development through PNGC. This risks being stifled if the pricing structure is not appropriate for these organisations, most of which have no need nor use for a more complex airfield operation. While the returns on helping engineering and manufacturing firms will be high, a large increase in airfield management operating costs will reduce the viability of the airfield. As a commercial pilot I have seen several operations bankrupted by overly ambitious regional airfields with unsustainable overheads for their tenants.
An excellent airfield with excellent infrastructure and local to develop aviation businesses.
Care must be taken to get the balance right.
Need a good spread of customers.
Supported.
Good - Provided any increased traffic is dealt with.
Corporate & commercial aviation could and should be a very important activity - promote this please.

An ILS will not be vital in the future as RNAV approaches using GPS are becoming more common. It would be worth Daedalus developing one.
I would not like to see corporate/commercial aviation negatively impact on the current General Aviation and Gliding activity.
I feel the number and types of flights should be restricted. I am on the flight path and I'm already finding the air traffic invasive.
This is an excellent idea.
With the development of the air services will the present users be safeguarded i.e. flying school, gliders etc.
I believe that it is imperative for general aviation to continue to be supported within the confines of Daedalus. CEMAST itself is growing the aviation engineers etc. of the future. It is not just about the engineering but aviation as a leisure activity itself, inspires young people to get involved in the aviation field of work. Leisure flying, including the more affordable flying of microlights, should continue to be supported, by providing affordable hangarage to current and future residents. If the rental rates of hangars are increased to a degree where people are priced out of the market, this will only see a decrease within leisure flying at Daedalus. This would mean the 'death' of a wonderful leisure activity that many people enjoy. There are not many airfields within the south coast region that support the hangarage of privately owned microlights, and I heavily support (I am not an aircraft owner by the way) the provision of rental hangarage spaces.
As a resident on the edge of the airfield, I am concerned about the mention of increased aviation activity, particularly early evening activity and commercial flights, and the installation of ground lighting. There does not appear to have been any open 'consultation' with residents who these proposals will affect most.
We are very concerned about the potential impact to the local residents of Stubbington of increasing aviation activity on the site, particularly the inevitable increase in noise. The ambitions to explore accommodating larger planes and extended operating hours are particularly concerning.
I have concerns about noise, pollution and the number of aircraft in particular Commercial Ventures in your longer term vision. The impact of this on the local community and housing surrounding the airport is immense. The current noise levels and usage is acceptable at the moment but future growth would not be as this will increase traffic on local roads and noise levels for the surrounding properties. This will also have a detrimental affect on the local environment.
Need a good spread of customers.
Supported.
Good - Provided any increased traffic is dealt with.
Corporate & commercial aviation could and should be a very important activity - promote this please.
Mention is made of extending the runway. Which end and by how much? When?
Agree.
Point 1. Charter flights from Daedalus should not be permitted until the Stubbington By Pass is open.
Objective 3: To ensure that the airfield is financially sustainable in the medium to long term

<p>The cost structure needs to be appropriate and sustainable to the tenants and aircraft operators which use the airfield. This needs to be carefully considered as I believe it is presently proposed that the charges to be levied on present tenants will escalate beyond a sustainable level and may well actually destroy jobs and the businesses already operating at Daedalus. Daedalus is not in the same league as airfields such as Exeter, Blackpool, Leeds etc., all of which have had their businesses seriously hit by uneconomic charges. Daedalus is primarily a recreational airfield and can only stand a recreational pricing structure. Putting in expensive facilities management structures which are a pure overhead and talking of installing Instrument Landing Systems with possible review of runway extensions cannot possibly make financial sense. These require large amounts of capital which would take years to justify with enormous financial risk.</p>
<p>Take care with your lading fee policy. Eastleigh has become ridiculously expensive so you have a great opportunity.</p>
<p>Good luck. You have my strongest support as airfields generally do not make money.</p>
<p>Good for future generations.</p>
<p>A must!</p>
<p>The airfield is a valuable resource and should be sustainable.</p>
<p>It has to be.... promote it please!</p>
<p>If this objective is not met it will become a drain on the taxpayers of Fareham.</p>
<p>An excellent airfield with excellent infrastructure and local to develop aviation businesses.</p>
<p>Any increased costs in providing infrastructure required for corporate/commercial activity needs to be funded by that activity. Daedalus provides excellent recreational aviation facilities for the local area including youth development through PNGC. This risks being stifled if the pricing structure is not appropriate for these organisations, most of which have no need nor use for a more complex airfield operation. While the returns on helping engineering and manufacturing firms will be high, a large increase in airfield management operating costs will reduce the viability of the airfield. As a commercial pilot I have seen several operations bankrupted by overly ambitious regional airfields with unsustainable overheads for their tenants.</p>
<p>Care must be taken to get the balance right.</p>
<p>Comments on Objective 4: To further improve the infrastructure and facilities at the airfield, making it more attractive to visitors and to new business</p>
<p>As a pilot and former Air Traffic Controller I believe that a full length taxiway is essential for a safe and smooth operation at Daedalus. Without the taxiway aircraft will have to back track the runway to reach the other end. That will cause problems for any aircraft approaching to land. I am also concerned about the loss of runway 17/35. That runway was useful when the wind was across runway 23/05. If, however, it cannot be retained, can a grass runway, orientated NW/SE be constructed, roughly corner to corner on the airfield? I think a full briefing room for pilots and a cafe would help bring visitors in.</p>
<p>Ditto.</p>
<p>The building of an in house operational infrastructure, securing knowledgeable personnel and running the whole airport autonomously and accountably with on hand professionals.</p>
<p>Great to see at least some of the airfield is retained. Please ensure the approach path to 23 is kept clear of obstacles and that the grass/glider strip is retained. Thanks.</p>

I was wondering would it be possible to include playing field or a sports pitch this would be very welcome in Stubbington as we only have one decent sports field at Stubbington Recreation ground plus I'm fairly sure that Baycroft school would welcome this as there sports pitch is quite small I hope the council will work with other parties to ensure Stubbington has enough sports pitches for future generations.
To be attractive, it has to be accessible. Whilst I fully acknowledge the need for security etc., it MUST have public access to view and enjoy the facilities there with the minimum of hassle. If not it will fail.
These improvements will make it more attractive to new business.
Excellent! How?
The local people must be able to access the airfield - Cake?
Make the whole experience easy for any visitor etc.
Space should be found to be able to offer youth groups camping opportunities within the airfield boundary as part of aviation orientated adventure training. Organisations such as the Air Scouts & ATC should be encouraged to use the airfield facilities, possibly under the umbrella of existing organisations such as the Portsmouth Naval Gliding Centre, recently recognised as a BGA Youth Gliding Centre.
Green space is good but there should be some form of path to the seafront. The business area should be moved away from the houses in Southways.
Point 3: Operations in 'the hours of darkness' should not mean unsocial hours except in genuine emergency such as Coastguard operations.
Comments on Objective 5: To maintain a safe, secure, efficiently managed and sustainable airfield
It must remain predominantly an aviation-driven facility, with a live runway.
Stop calling the Airfield Daedalus IT is Lee on Solent Airfield.
Daedalus lies in a very appealing location from the viewpoint of visiting aviation. On site facilities should be improved, but ensuring off site transport links will permit visitors to access the wider area of Gosport and Portsmouth. The history of the airfield and naval aviation should be well represented by a museum or visitors centre. Restraint should be exercised on landing costs (Shoreham is now £31 for a visiting aircraft & £28 for home based aircraft - hence my group has abandoned it). GNS based approach systems are the way of the future and offer significant cost/infrastructure benefits. Working to enable ease of access with the Southampton CTZ/CTA and Fleetlands will be key to encouraging visiting aviation.
I would like to see the airfield upgraded and enhanced so that the runways, taxiways, aprons, and hangars are optimised for both recreational and commercial use.
Daedalus has a good safety record. It is the only tarmac runway where GA is welcome, between Shoreham and Bournemouth.
Permanently abandoning runway 35/17 is short sighted and makes the airfield less attractive to general aviation. 35/17 provides excellent relief for takes off and landings when the wind is in the north or south. If this runway was made available for occasional use in relevant conditions it would INCREASE the usability of the airfield for micro light, general, and gliding operations.
Develop the farmland/scrubland into a wildflower meadow, as they have decreased by 95% nationally & by 98% in Hampshire. Allow wildlife to thrive instead of being controlled....

I believe that some of the major airfield tenants have put a proposal together for managing the airfield come 2016 and would whole heartedly endorse the concept of the tenants managing the airfield to the Council. They understand their businesses, what they need to run them efficiently and to be sustainable. They understand the airfield operation and are pragmatic at working together to create necessary and productive jobs without increasing unnecessary overheads which will be particularly important in these first few transitional years. As far as safety is concerned they are all pilots, most of whom have many years' experience of operating at Lee, including its mixed modes of different aircraft.
Essential for aviation security.
Should be your mission statement.
Agreed.
All correct, but please consider a bit more space for aviation operations (not just the runway).
Whatever you do, just please don't build houses on this land! There are already too many people, too many houses and too much strain on resources.
My worry is that with more aircraft using Daedalus it has the potential for noise and pollution, annoying local residents.
Eminently laudable. However can this be done while maintaining commercial viability?
Safety should be a priority.
Point 4 Amend to read "Ensure that the airfield operates in an environmentally conscious way with particular regard to noise nuisance, vehicular traffic flows and impact on the local community.
Comments on Objective 6: To generate a sense of local pride by making Daedalus an attractive location for businesses and community
Very important long term objective.
An ambitious & forward thinking set of plans with the potential to drive the success of the area forward but with risks to local housing due to increased aviation noise.
As regards the proposed green space: yes it is a good idea, but I'm concerned about any water features as they tend to attract ducks and geese which could be a danger to aircraft.
Great care is needed to ensure the aviation opportunities offered to local youth groups, such as summer Friday night gliding offered by PNGC to local Scout groups, are not eroded by the drive for increased commercial aviation. Daedalus is a fantastic location to introduce our youth to flying and the opportunities of doing this, in all its forms. The more local youngsters who can experience the joys of flying the greater local pride there will be in the airfield.
Local people are fully behind the retention of the airfield - and are proud of it!
Excellent 'Residents most buy into this'.
Agreed.
People will support this - promote it! Remind folks of its heritage. Promote it. The cafe open to the public is a brilliant idea and will help achieve the above points.
As with 4, this depends upon the level to which the public can access and enjoy any local facilities there. The local community would also benefit from an influx of visitors as long as they are not oppressively restricted in use of the field.

<p>It's important that the local community feel a connection with the airfield so we need to open up a visitor's area. Perhaps a cafe and seating area near the apron, or a picnic area on the north side. Give people an area where they can watch the air traffic come and go. Provide a place where visitors can photograph the aircraft while landing and taking off. Bring local schoolchildren to the airfield on visits to plant the seeds of interest. Organise charity events, social events, and evening barbeques and so on.</p>
<p>An ambitious & forward thinking set of plans with the potential to drive the success of the area forward but with risks to local housing due to increased aviation noise.</p>
<p>No more Skate Parks or Bike Parks. How about a good Children's' Play Park?</p>
<p>The community development should include a full cycle park along the lines of that at Gravesend (see http://www.cyclopark.com) as there are no such facilities locally rather than a restricted skateboard rink. You will see that a long tarmac track can be constructed on a small piece of land often not suitable for other purposes. The facility at Gravesend is heavily used by a wide range of groups, it has proved itself invaluable for road cyclists to promote races, mountain biker riders, cycle training for all abilities and schools, wheelchair users and racers, inline skaters, disabled people and for physiotherapy to recovering patients. The potential for such a project is unlimited. My only reservation is that if FBC can only support one such project in the area it would be better sited on Welbourne as it will attract users from Bournemouth to Brighton. There many grants available to support such a project.</p>
<p>Lee in particular seems to be an area lacking a focal centre. This could do so. Particularly like the green space initiative.</p>
<p>Comments on the proposed business clusters</p>
<p>Fully support development of the airfield.</p>
<p>All objectives are excellent and I support all of them. It is refreshing to see a local authority supporting and intending to grow aviation and its associated businesses.</p>
<p>Why isn't it a strategic gap & being left as such? The amount of green space, farmland, reserves/wild areas for wildlife to thrive are ever decreasing here and that in turn will decrease people's wellbeing and quality of life.</p>
<p>Future options section I hope will NOT be used for residential use.</p>
<p>Ideally the runway extension should extend through the Community Green Space.</p>
<p>Future Option is too open ended and it looks like you are just trying to present option without actually having any idea about how the space will be used.</p>
<p>It all looks good.</p>
<p>Make sure sufficient land is retained for a worthwhile runway extension. If the plan for the airfield is successful then a good extension will be needed.</p>
<p>Very carefully thought out. I just hope the road improvements are complete in time to encourage visitors in.</p>
<p>There needs to be an inclusion regarding the history of naval aviation and the Daedalus airfield.</p>
<p>From the overview it would appear to have been debated and well thought out.</p>
<p>The visitor and hospitality FBC seems remote from the "action". If this is to be the sole place for the community and other visitors to gather, it will fail.</p>
<p>My key concern relates to the proximity of homes adjacent to the touch down/overshoot area. Too close. Accidents happen! I feel the development should also be given a larger frontage on the coast road to give it both prestige and presence. You seem to be trying to hide it!</p>
<p>Well thought out.</p>

Reducing the airfield size is not ideal, especially as in my experience some of the new neighbours will - in years to come - start complaining about aircraft activity; however if it is the only way to keep the airfield alive, then it might be a necessary evil. Glad to see the full main runway retained, although losing the other areas makes wind potentially more problematic when landing.
To attract new general aviation tenants, and help retain existing ones, new hangers need to be available at sensible cost otherwise local users of the airfield will be priced off the airfield. This would be seen by the local community as privileged outsiders destroying their access to a local asset.
Retain more of it as a strategic gap & develop it such that wildlife can thrive & people can enjoy it.
No happy.
The 'future option FBC' should be allocated for aviation use. I would like to see more aviation business to make this a viable side.
Should open up to automotive as well.
Try to maintain an 'aviation' focus.
There appears to be a good balance of use.
All looks good - but only one runway (okay 2 given it can be used in either direction) but aeroplanes need to take off & land into the prevailing wind- thus only 1 runway will limit operations. Please at least give more room to aviation infrastructure.
The Community green Space should not cut across the runway approach for safety reasons.
In the airfield visitor and hospitality area, would it be possible to open an aviation museum and aircraft Attraction?
Is it safe for a green space with potential for use as a children's play space to be at the end of a runway. What control measures would be used?
Access points around the site need to be carefully thought out to avoid traffic congestion at key points.
Move the business area near Southways away, return to allotments. It is no good having allotments off site if people need cars etc. to get to them. Community space with allotments and an access through to the seafront would be ideal.
I would like to see the "park extension" behind Conqueror Way maintained as a wild life area. As a resident of the above road, I feel that as it is a fairly secluded area of the airfield it would be open to misuse due to it being unsighted from any other public area nearby.
Looks a bit random.
As per my previous comment, the Future Option, Aviation and Business parts of Daedalus West should be vastly lessened in size, in favour of more expansive green space, or removed entirely from the plan.
Looks OK.
You have not mention anything about the Homes and community area to the south of the airfield, is this area still under Gosport council?
What is possible in the Future Option area to the West of the runway. Does this affect the current light industry situated adjacent to this area.
Would like to see green space / link at south of area too. How many homes will Barratt have and will they be mainly affordable? If so, what are the traffic implications?
What about retail opportunities for people working on or using the site (e.g. like Whiteley businesspark).

One Area not covered and would be ideal next to the Innovation and Education is 'Cyber Technologies.
It looks good.
The business areas identified on the Stubbington side are close to housing impacting both roads and noise levels.
Ideas for the community green space
Could you put in a mountain biking skills track/jump track/box track?
Plenty of FREE car parking. Residents from Fareham and farther may visit this area. This is a critical issue in the borough.
A new medical centre with allocated parking.
It would be great to provide habitat for wildlife but remember birds can be a hazard to aircraft in the vicinity of airfields. Please provide viewing area for the airfield. Recent events such as the Dakota gathering last year have shown how poor the view available is. Let the public see what is happening and maybe the next generation will be excited by it now is.
Perhaps a nice eatery / wine bar to encourage visitors?
Can't it just be left alone? It's already been made a mess of by the Cemast building. Hedgerows that had been there for years ripped up. I used to run past it and hear the birds nesting in there. Nothing but silence now.
If play facilities are considered because the roads running close by are 40 mph speed limits could the land be fenced off with access by gates so any children young and older are kept safe please?
Please bear in mind that migratory bird flocks and aircraft tend not to mix well.
Any wildlife development may conflict with aviation objectives.
A truly excellent idea.
Refreshment and toilet facilities.
There appears to be a lack of parking for those who come from further away and the disabled.
Please do not screen the airfield. Give us a clear view from this area so that we can see the airfield and runway without visual hindrance.
Great to bring the community and airfield together.
This green space encroaches on to the under-shoot of runway 23. Due to the prevailing winds this is the runway that is used most. If the size of aircraft using the airfield increases then they will inevitably cross this area lower than the light aircraft and gliders do at the moment. Careful thought is needed about keeping the public safe underneath the lowest portion of the approach path to the airfield.
As a resident of Conqueror Way I would question the opening up of the land in the corner of the Airfield between Conqueror Way and William Close. As this would be unsighted from any other public space, it could be used as an area for teenage drinking/drugs and any other unsocial activity, and would therefore, I feel, be a security risk for those properties that border the area.

A skate park for local children.
No, sounds good.
Dog free zone - a substantial area please.
In the event of an engine failure on take-off (EFATO) it would be foolhardy to have cycleway, footpaths, seating and picnic tables in this location. That is why houses are not built close to a runway approach.
A cycle track specifically for cycle fitness separate from pedestrians.
Disabled access with wheelchair-friendly paths.
Would the extension of the runway intrude into this area?
Water play park, sensory walk with art installations.
I hope there will be some dog free zones, whilst dog owners in the main pick up after their animals, some don't and I'm tired of cleaning their mess off my grandson's shoes and bike tyres.
Seems fine.
Possible lighting for safety.
See my comments regard play facilities.
I agree with all the proposed ideas.
Can you find space for a much needed cycling facility (an oval for racing) for Fareham Wheelers, one of the best supported and longest existing cycle clubs in the South of England.
A mountain bike trails would be hugely beneficial to the area as we already have a number of skate parks.
Car parking.
Please do not encourage cycling. Given the lawless behaviour of cyclists on the roads/pavements etc., they should not be encouraged. Please consider the lowest maintenance cost option for the green space, whatever that may be.
Continue the green space all the way through the Daedalus West aspect of the plans so that it can link the sea front, rather than being cut off from most local communities.
No more Skate Parks or Bike Parks.
Place to park cars.
Free Parking provision for the community green space.
All looks good although it seems to be only for people to access on foot or bike as there are no other transport modes catered for.
Keeping the area family friendly as per your existing considerations BUT not a skate park which is already available at the recreation ground or a mountain bike area. Both of these would spoil the landscaping and the noise would not be conducive to a peaceful and relaxing are for families or wildlife.
Wildflower meadow.
Many recreational areas have static exercise units and these prove popular and should be considered.
No, sounds good.
Clearly linked safe way to Alver Valley for horse riding.

Consideration for activities on wet days!
How about safe Horse Bridle ways? It seems that these are always forgotten about, but the south area sees a high level of horse owners with nowhere to ride their horses, except on dangerous busy roads. More bridle paths, or path ways that can be shared with other users.
If there is an area dedicated to Nature Conservation and Wildlife could there is some viewing points for the public?
Signs which require ALL dogs to be kept on a lead and a dog warden to enforce it.
The addition of a leisure centre and activities for the local community.
General Comments on the Council's vision for Daedalus
The location of the community green space is in the middle of nowhere, it is very unlikely that people will travel to use it. It would have to have a very compelling reason for the "local" community to travel to it and I feel that this is yet again another attempt to use another section of the space surrounding the airfield as it's not much good for anything else. Dressing it up as green space doesn't cut it.
No, it all looks good.
No.
A very small area to achieve what's stated in the vision. A larger area would make the quality of such facilities much better for "local people".
I am very pleased by local authority has the vision and good sense to develop this airfield when others are either closing or obstructing aviation facilities. I wish you every success with these plans.
No Thank You.
I think the vision looks really good we need as many jobs as possible so the council should allow or consider all business to locate at Daedalus not just aviation and engineering, perhaps offices supermarkets maybe encouraging business in Fareham in poor facilities to relocate to enterprise zone.
No.
A nature reserve and wildlife area.
A great idea which could easily go wrong if the public gets excluded or "big business" takes over.
Visionary!
Very exciting.

There is thriving private aviation community on the airfield already. A lot of the members of this community live within the Fareham borough, and it's neighbours. The vision should seek to support and enhance this community both in size and in spirit. It would be very easy to destroy what is already there, by removing social facilities from the various clubs, and pricing local aviators off the airfield in a drive for full commercialisation. Daedalus should be run as a cost neutral community asset, run for and by local people. Not as an exercise in making a profit at any cost.

Please help the PNGC operation to remain viable at Daedalus. It provides an excellent recreational facility for the local community and just as importantly stimulates significant youth enthusiasm for gliding, aviation and engineering related jobs. Many in the aircraft and aerospace industry started with a passion fired by such opportunities and it is a real feather in the cap of the community to have such opportunities to inspire the youth of today.....not to mention getting them off the streets or their computers!

Why isn't it being left as a strategic gap?

Very disappointed when Sapphire aviation stopped trading as the land beneath their operating areas were taken away from them for other uses. Need another FBO of that standard to operate on the airfield, i.e. availability of hire Carson the airfield and quick and easy transition through the airfield?

Current situation having to climb to top of aircraft control tower to pay fees is time consuming and not impressive.

I am in agreement with the area running along Gosport Rd.

Stubbington bypass is essential for the success of the EZ.

Let's make it happen.

Keep going - it is a truly once in a lifetime opportunity. Please consult with lee flying association - don't miss a fantastic opportunity by missing important details.

If heavy/commercial aircraft and Biz jets are to use the location then the current fence will not 'arrest' an aircraft failing to take off or stop. You should consider reinstalling the traffic lights on Marine Parade (by Ross House) that were controlled by the RN in the Airfield Control Tower.

Not at present.

Sadly I maintain the road infrastructure will not encourage the public to use any facilities you provide.

I would not like to see any warehousing or distribution businesses on the airfield as this would produce a big increase in HGV traffic, which even with local road improvements, would still cause major traffic problems in the locality.

There are very few houses adjoining this area so families would have to get to it and that will mean some cars, so where is the car park?

In fact, would it not make more sense to scrap planned buildings on Daedalus West, and move the same to space within the Community Green Space shown above, so that the expected businesses can have direct access to roads that do not run through Lee-on-the-Solent or Stubbington?

I think the idea for Daedalus North is extremely attractive and well worth putting into place.

I support cycle-ways and nature conservation wildlife & water areas.

Please complete a Stubbington Bypass.

Like it.

I liked the idea for providing airside facilities - restaurant and cafe for Air Crew and possibility for members of public to view how the airfield is operated.

The consultation exercise has not been well publicised, in our view. There has been no direct engagement with local residents (e.g. by letter to households adjoining Daedalus) and much more needs to be done to re-assure residents that the proposals will not have an adverse effect on residential amenity.

This small green area does not offset the potential for noise and pollution to the local area.